



Rudder Flutter

The Color of Aviation

By: Frank Lester
Safety/Education Coordinator

The palette of Idaho's aviation color wheel ... an intriguing thought. Although this thought has been incubating in the dusty corners of my mind for several years it didn't really begin to evolve until I decided to dedicate the last eight issues of the Rudder Flutter to the 60th anniversary of its inception in 1947. It proved to be a very enjoyable venture as I perused our archives for bits and pieces of Idaho's aviation tapestry and the names of those who wove its intricate design. Buroker, Jessen, Varney, Moulton, Doris, Hill, Johnson, Larkin, names that burst forth as I scanned the articles, trying to choose a relative cross-section of our past. It then occurred to me...why stop now?

So much of our past lies pressed between thin white pages, seldom seeing the light of day; languishing in books with yellowing edges stuffed in the far reaches of libraries, crushed under stacks of memories, packed in mildewing boxes in the corner of someone's basement or garage. Our past: what has defined us today and will guide us tomorrow. But wait! Our past only shows us where we have been. It describes the path we chose to get here. There are those still among us whose efforts and accomplishments lay the course we will follow into the future

... and yes, there are those yet to be born who will continue to forge our path to distant horizons.

Therefore, it is my intent to dedicate these subsequent issues to those aviators, past and present, who have impacted our aviation culture. In each issue, I will highlight the career of one individual for the purpose of bringing to light our aviation heritage...not so much to educate, but more to remind us of who we are. I hope whoever assumes the responsibility of this newsletter after I leave will continue this tradition and find it as enjoyable as I have.

Dr. Forrest M. Bird:
Physician, Inventor, Aviator

Did you know that Dr. Bird invented the forerunner to the anti g-suit worn by the pilots of today's ultra modern fighters?

Dr. Forrest Bird of Sandpoint, Idaho, was born at Stoughton, Massachusetts, in 1921, the son of a World War I Bomber Pilot. I guess it is safe to say that flying was "in his blood." An immensely talented man, driven by



Mural of Dr. Bird and his aircraft.

an insatiable curiosity, a love of aviation and keen mechanical aptitude, his accomplishments over the years are legendary and probably have touched us in ways of which we are unaware.

See Dr. Bird

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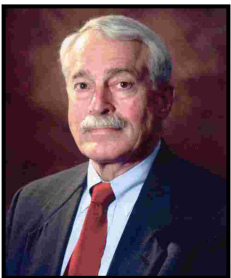
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From the Administrator:



Aeronautics Funding Increase

The Idaho Legislature has approved an aviation fuel tax increase of 1.5 cents/gal, effective July 1, 2008. This will be the first State fuel tax increase since 1991 and will help compensate for inflation over this period.

The **Rudder Flutter** is published by the Idaho Division of Aeronautics, Office of Safety and Education. Articles appearing in this publication are the opinion of the writer and do not necessarily represent the views of the Staff, the Administrator, or the Department. All reasonable attempts are made to ensure the accuracy of the articles contained herein. The **Rudder Flutter** is published in March, June, September, and December. All submissions are due in this office by the 15th of the month **before** the desired month of publication.



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The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.

The Division of Aeronautics is a dedicated fund organization in that we receive no money from the Idaho general fund, only from fuel taxes, pilot and aircraft registration and transfers from other organizations for transportation provided. Our three airplanes are primarily for emergency services to the State government but are secondarily used for State transportation on a reimbursement basis. As a state organization, our ability to spend is limited by two factors, one being our available cash and the other is the legislature's appropriation, essentially the authority to spend. Due to inflation over recent years, we've depleted our available cash and have been forced to cut back many programs, airport grants or other efforts. The new tax will increase our revenue by approximately \$430,000 per year or 14%.

The largest amount of the additional funding will go to state airports in the form of grants. The additional funds will allow us to reinstate grants to the primary airports, those with commercial air service, to the level of three years ago. These airport grants have been zero for the last two years due to lack of funds. We will also increase grants to the 31 general aviation airports and the

28 community airports in the State. These grants are mostly used for maintenance of pavements. The additional funding will help these fields regain the purchasing power they had seven years ago.

Beyond the expanded airport grants we'll use some smaller amount to republish the Idaho Aeronautical Chart and the Airport Facilities Directory, planned for alternate years. We will also slightly increase the maintenance funds for the 30 backcountry airports operated by the State, replenish the airport supplies that we provide free to state airports, increase search and rescue training and provide a small amount of funding for the Idaho Airstrip Network, an organized effort to maintain the many backcountry airstrips in the State.

Thanks to the Idaho Aviation Association and the Idaho Airport Management Association for their support of the proposed fuel tax increase. The additional funds will be used very carefully in direct support of Idaho aviation.

John "JV" DeThomas

ITD Aeronautics Administrator

Backcountry Courtesy

1. Fly to the right side of the canyon;
2. Turn on your landing lights;
3. Monitor 122.9 and make position reports;
4. Announce your intentions while in the traffic pattern and on the ground;
5. Avoid multiple takeoffs and landings;
6. Stay as high as possible except during takeoff and landing (2000 feet AGL recommended);
7. Reduce power and RPMs when safety permits;
8. Above all, be safe.



Dr. Bird

Continued from page 1

Under the tutelage of a father whom he greatly admired, Dr. Bird discovered his love of flying early on as he learned to fly their 1927 GXE Waco 10. He soloed the Waco on his fourteenth birthday June 9, 1935. Two years later, with the help of his grandfather, father and a close friend, he completely restored the aircraft.

He always visualized himself as being merely a "flyboy." But his mechanical aptitude and the uncertainty of an approaching war changed all that as he was militarily accelerated through high school and college and then into the US Army Air Corps Military Transport Division of Eastern Airlines in 1940.

It was during his military career that he realized his true calling. During WWII he qualified to fly **every** military aircraft in the inventory including: trainers, fighters, bombers, observation and transport. On one ferry mission, flying a captured German Junkers 88 back to the US, he became fascinated with its demand oxygen regulator and mask. At the time, all military aircraft were restricted to 28,000 feet by the "free flow oxygen" regulators installed in our aircraft. He disassembled the German regulator, converting it to a pressure demand breathing system. About six months later it was in production, giving our military pilots a high-altitude capability to 37,000 feet.

Later using that same prototype demand pressure oxygen regulator, he converted it into a manual pressure breathing device for a military pilot friend whose father suffered from emphysema. Eventually he developed it into a machine that would inflate the lungs while atomizing medications allowing those with emphysema to lead as comfortable and near-normal a life as possible. After WWII he built thousands of these machines, many that are still found today.

With the success of his military pressure breathing regulator, the anti

Eastern Idaho 99's

Annual Winter Getaway

By: **Sandi Bills**

The Eastern Idaho 99s met for their annual winter ski weekend/party at Sandi Bill's place in Victor, Idaho, Feb 7-8, 2008. We played, ate and partied and even discussed 99 business during the weekend.

The group discussed the possibility of going to Anchorage, Alaska, for the 99's International Convention in August, 2008. We strategized about ways we might finance a trip to Anchorage. In the event we are unable to make it to Alaska, we are contributing a stuffed bear from Idaho to be used as part of the convention fundraiser of which proceeds will go toward aviation scholarships for current and future women pilots.

Summer 99 group activities may combine participation at the 4th of July activities in Howe with adding more pavers to the runway. The Eastern Idaho 99s have made several improvements to the runway at Howe as part of the "Adopt an Airport" program organized

g-suit regulator and with the help and encouragement of members of the school of Aviation Medicine at Randolph Field, Texas, Dr. Bird received a medical education allowing him to excel in Biomedicine with both engineering and medical disciplines. This would allow him to conceive and develop advanced heart lung treatment devices, which, unknown to you or me, may have impacted our lives.

While flying wounded soldiers back from the Korean War, he realized the need for a mechanical respirator that could aid the breathing of patients with



L to R: Lisa Pierson, from Wilson, WY, Carol Houk, from Lava Hot Springs, Sandy Storhok, from Idaho Falls and Joy McDonald, from Howe.

by the Idaho Division of Aeronautics. We also hope to fly into the Flying B for a mountain flying weekend later this summer. The fires in the back country prevented us from going last summer. Stay tuned for more on that adventure

Although the group didn't do any flying into or out of Driggs "international," we talked about it.

For more information about the 99s or how to join our group's flying activities, contact any 99 or email Sandy Storhok at ssorhok@gmail.com or Sandi Bills at BILLSLPC@MSN.COM.

lung and chest injuries. The idea of critical care air evacuation proved to be a prime motivator in developing his famed Bird Mark 7 respirator. By the Vietnam War, he had invented, developed and marketed a low-cost universal medical respirator in use in nearly every hospital throughout the world. During Vietnam, based in part upon his Korean War experiences, he started air evacuation using helicopters equipped with intensive care transport

See Dr. Bird
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Radio Chatter

By: Frank Lester
Safety/Education Coordinator

Some Helpful Hangar Flying



A couple of issues ago I bared my soul to describe a situation that I experienced as a young Aircraft Commander in the C-141. I wrote it as a

demonstration of what can happen when things begin to go wrong and no one speaks up. A lack of communication, whether in a Jumbo Jet or bug smasher, can be disastrous.

After that article, I received the following story from Sven (pseudonym for obvious reasons): "A few years ago while living in New Meadows, Idaho, I purchased a small airplane. It was a Luscomb 7-A. This was a somewhat rare single engine plane about the size of a Piper Cub. However, it was all metal and unrestricted for aerobatics. A great little plane, but vastly underpowered with only a 65 horsepower engine.

On one occasion I had made arrangements to fly to Weiser and meet some of my buddies for a round of golf. The valley was covered with what appeared to be a thin layer of thick fog, greatly limiting visibility. Visual flight rules were not in effect but as a former Air Force pilot, I had flown hundreds of hours on instruments. I thought that I

would take off and fly on instruments until I broke out of the thin layer of fog; 'piece of cake.' I proceeded as planned and started my takeoff run. I was slow to realize there was a problem with the engine. Manifold pressure and rpm were low. I realized I had carburetor ice. I was too far down the short strip to abort the take-off. I applied carburetor heat to melt the ice. This further decreased the rpm. I reached the end of the landing strip and became airborne. I didn't have enough power to climb so I thought that I would fly on instruments in a circle that would keep me in the valley, which was surrounded on all sides by tree covered mountains. What I had thought was a thin layer of fog turned out to be fog joined to a layer of stratus clouds; 'not a piece of cake.' Power was coming back to the engine and I was gaining altitude, but I kept circling, knowing that I still didn't have enough altitude to fly over the surrounding mountains. I was just starting to feel secure when I experienced the most terrifying moment of my life. I was still in the 'soup' and my visibility was less than fifty feet. I looked out my side window and saw a treetop not more than twenty feet away.

My prayers were soon answered; no more trees and clear skies to my destination. I changed my underwear and had an enjoyable round of golf.

I have heard it said that there are old pilots and bold pilots, but not old bold pilots. I learned from this experience and feel very fortunate to now be an old, but not very bold pilot."

Editor: In my opinion, I think a good dose of "hangar flying" will always benefit other pilots heading down that same road by indirectly pointing out to them the error of their ways. Most of us "gray beards" have "been there, done that" and by talking about our mistakes, the fact that someone out there was watching over us, maybe we will convince other pilot to mend their ways. It is all for the good of the profession. By pointing the finger at ourselves, we will teach those who are willing to listen.

I encourage other pilots out there to take a hard look at their missteps; those moments of less than sound judgment; the decisions they wish they could take back and send them along to be used as insight for our aviator brethren.

Many thanks to Sven for "hangar flying" with us; it is an all-too-common story that needs to be told.

From the AOPA ePilot...AOPA Fights Antenna in VFR Practice Area

Plans to build a **3,770-foot-msl** antenna tower near Marsing, Idaho, would disrupt a local VFR practice area and create a hazard for pilots, AOPA recently told the FAA. In a February 19th letter, AOPA warned that the tower, which would reach **745 feet agl**, would be within 10 miles of Nampa Municipal Airport (S67) and could disrupt flight training and glider operations. "Because of the structure's planned height and location, the likelihood for a collision with aircraft is a concern for our members," AOPA wrote. AOPA is asking that the FAA declare the antenna a hazard to aerial navigation unless it can be relocated

Editor: The proposed location of the antenna is on Pickle Butte, approximately 3.5 miles north of Sunrise Skypark.

Johnson Creek Webcam...

"Noted in the most recent Rudder Flutter were your comments about Johnson Creek. Midvale Telephone and its affiliate Rural Network Services (RNS) provide the webcam at Johnson Creek, which was up most of the time during the big fires. Many pilots have contacted us about the web cam and thanked us for putting it up at Johnson Creek. A comment by you in the Rudder Flutter may make it useful to more pilots. Thanks, Lane Williams"

Editor: Thanks Lane; we'll do just that. If you wish to view this webcam, go to the Rural Network Services' website at <http://my.ruralnetwork.net/webcams/> and click on the Johnson Creek link.



Landon Skunberg, Chief Pilot for Sun Valley Aviation at 20 and the subject of an article in the December issue of the Rudder Flutter on the future of aviation, with his C-140 at Stanley.



Airport Managers to meet in Sun Valley

By: John Anderson, McCall Airport Manager, President, Idaho Airport Management Association

The annual conference of the Idaho Airport Management Association will be held May 5 through 6 in Sun Valley. We encourage everyone in aviation, regardless of involvement, to attend. Obviously, those who manage airports and public officials with management responsibilities will experience the greatest benefit, but pilots and others who use airports will find the conference both informative and interesting.

There are approximately 125 airports owned by local, state and federal government in Idaho, plus numerous other private airstrips. These airports range in size and complexity from Mountain Home Air Force Base to the 26 backcountry and wilderness airports.

While there are only a dozen or so professional airport managers throughout Idaho, all airports can benefit from learning more about managing any size airport through seminars and discussions with other airport people. The majority of Idaho's NPIAS airports, which are eligible for FAA grant funds, are managed by City or County officials, or on-airport business owners who operate the airport as an additional duty.

Items to be discussed include:

- Will the impact of changing the grant match from 5% to 10% affect your ability to match FAA grants;
- Will the 1.5 cent increase in the state aviation fuel tax allow state grant matches to increase from 2.5% to 5%;
- When will FAA consider an LPV or other RNAV approach to your airport;
- What effect will this approach have on airport operations and facility needs; or perhaps,
- How can we realistically increase revenues to help match grants and lessen the burden on our local government?

All of these topics and more will be fair game at the annual conference of the Idaho Airport Management Association, May 5-6 in Sun Valley. Join us for these very important two days of sharing ideas

and information on the future of Idaho's airports.

Editor: For more information on the annual conference, contact John at 208-634-1488 or janderson@mccall.id.us



29th Annual Father's Day Fly-In Breakfast
Smiley Creek (U87) June 15, 2008

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NOTE: Judged between 7:45 - 9:15 am

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Idaho Falls, ID

What pilots need to know
about flying near the INL Site

Sponsored by the Idaho National Laboratory and the US Department of Energy



Airport Maintenance

By: Mark Young
Airport Maintenance Manager



Update: On February 14, we received notice from the Payette National Forest (PNF) that our special use application for

the Reed Ranch airstrip "...has been accepted...for processing." However, there are some issues:

- We had requested a waiver of all fees associated with the Environmental Assessment (EA) should one be required. Additionally, we asked for an estimate of costs to do an EA should it come to that. We were informed that an EA will indeed be required, and were **denied** the waiver of fees, which are estimated to be **\$30,000**.

- We were informed last fall by PNF officials that it may be possible for them to issue a short-term (temporary) permit until all studies had been completed and a long-term permit was issued. The short term permit was also **denied**.

- This project was not included in the PNF's program of work for this year (federal fiscal year 2008 ending 9/30/08). Therefore, if forest personnel conduct the required studies it won't begin until fall of 2008 or into 2009.

We will be working with the Idaho Transportation Department (ITD) environmental staff in hopes that we may be able to complete some of the work in-house. That would serve two purposes: (1) it would offset some of the costs of conducting the EA; and (2) it may allow us to begin work this summer rather than waiting until later

in the fall or into next year. Should ITD environmental staff not be able to assist us this year (or at all), the remaining option would be to hire a third party contractor if funds were available.

Aeronautics Administrator, John DeThomas, or I will keep you informed as to our progress.

Idaho Airport/ Facility Directory

The most up-to-date information on all Idaho airports is available on our website, www.itd.idaho.gov/aero. Click on Airport Facility Directory to access the map-based system. Please contact Aeronautics at 208-334-8775 or mark.lessor@itd.idaho.gov with updates/suggestions regarding this online directory.

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Airport Improvement Program

Gooding Municipal Airport –

The Gooding Municipal Airport will be working on an Airport Layout Plan (ALP) update during the coming year in an effort to plan out future improvement projects at the airport. Currently, the Gooding Municipal Airport is experiencing growth in the form of increased hangar construction and increased flight operations in both the commercial and general aviation sectors. The Idaho Division of Aeronautics and the City of Gooding will be providing match money for the grant. Some projects that will be considered during the ALP update process include apron and runway rehabilitation, runway extension, new hangar taxi lane development, existing pavement maintenance, safety area improvement grading, future installation of Precision Approach Path Indicators (PAPI's), Runway End Identifier Lights (REILs), perimeter fencing, and others to be determined through the planning process. This work will be financed with an Airport Improvement Program (AIP) grant from the FAA with match monies being provided by the City of Gooding. Anyone who uses the facilities at the Gooding Municipal Airport is more than welcome to contact Alan Hansten at Riedesel Engineering, Inc. in Twin Falls at (208) 733-2446 to discuss the process and any issues that they would like to have considered during the ALP updating process.

Orofino Municipal Airport –

In April of 2007, the City of Orofino received a \$1.1 million AIP grant from the FAA as part of a major reconstruction project of their Municipal

Airport. Matching funds were provided by the Idaho Division of Aeronautics and the City of Orofino. The small municipal airport, nestled in the beautiful Clearwater Valley, paralleling U.S. Highway 12 and the Clearwater River, is a popular destination for avid hunters and fisherman. Riedesel Engineering provided the design and the construction management for the project.

The greatest challenge of the project was the window for construction given by the city. S&S Contractors of Lapwai, Idaho, had only forty-five days to complete the project. The project included four major components: the complete reconstruction of runway 09/27; the relocation and construction of a new connector taxiway; the installation of a medium intensity runway lighting system; and the extension of the southerly and easterly boundary security fencing. A new lighted windsock was also installed. Although it was a tight construction period, the contractor



Gooding Municipal Airport

started the project on June 1 and completed the job on July 15, 2007. The project, completed within the city's timeframe, was also completed below the engineer's original cost estimate which made the Mayor and City Council very happy. The City of Orofino has expressed their appreciation to FAA's Northwest Mountain Regional Office, the Idaho Division of Aeronautics, S&S Contractors and Riedesel Engineering for their combined assistance and guidance throughout the entire project.



Orofino Municipal Airport



Old Prairie Store

— Monitoring 122.9 —

Buffet Brunch first Saturday of every month;
Restaurant, Bar, Motel, and Campground;
Transportation available from airport;
and closed Tuesdays.

Contact: Ed Holder, Ph: 208-868-3275

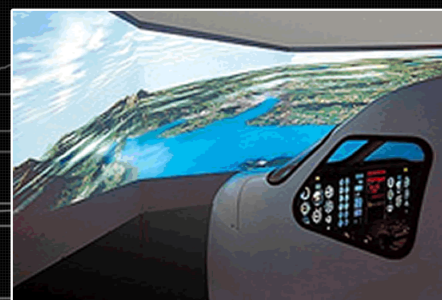


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Idaho Division of Aeronautics:

Search & Rescue 2008

By: Frank Lester, Safety/Education Coordinator

In 1946 under then Director, Chet Moulton, Idaho's Department of Aeronautics took the lead and organized the first state-operated and financed aerial Search and Rescue Unit in the nation.

Since then, the Division has remained the primary agency for aerial search within Idaho. Although time and technology has changed the aviation landscape, our commitment to this mandate has never wavered. However, first and foremost in our mind is the importance of volunteers in attaining and maintaining success in this effort. The success of any search hinges on the ability to gather search assets in a timely manner and conduct the search in the most efficient, thorough and SAFE manner possible.

Over the last ten years, there has been a marked decrease in our cadre of search pilots and observers. Although, many of you have continued to indicate on your airmen registration that you are a volunteer pilot or observer, we are all aware of the fact that few of you



have ever been contacted to assist in a search. The Division is taking steps to reverse this trend.

By now you should have received a letter from Aeronautics asking you to update your volunteer status and contact information. We ask that you help us by responding to this letter at your earliest opportunity. In most cases, a simple email will be sufficient. This information will be used to build a search volunteer data base. We will use this information to inform you of search clinics and training sessions, changes in state statutes, other information and, obviously, to contact you in the event of a search.

Additionally, we have begun organizing search pilot/observer clinics. The purpose of these clinics is to give each volunteer a fundamental understanding of how a search is organized and "why we do what we do, the way we do it." Many misunderstandings and misconceptions have arisen over the years. It is incumbent upon us to ensure that all of us are on the same page when we begin a search.

The first of these clinics is being held in McCall in April. I hope to hold more throughout the year. If you, your organization or any group of pilots would like to set up one of these clinics, please do not hesitate to contact me. We can discuss the details and set up the session to meet your desires and needs.

You, the volunteer, are important to the success of the Idaho Aeronautics Search and Rescue program. We need your help to rebuild a search infrastructure second to none.

BOR Response to Seaplane Question

In the last **Rudder Flutter**, Steve Burak wrote an editorial questioning the Bureau of Reclamation's (BOR) wisdom in closing all water bodies throughout the Western United States to seaplane aircraft. He stated that in a meeting with the BOR they had outlined procedures for opening specific water bodies on a case-by-case basis and that those procedures were being followed.

Just prior to sending this issue to print, Steve informed me that this subject has since been revisited by the BOR and that they are in the process of reopening the waters in all 17 of the affected states as a group instead of trying to do it one or two at a time as was originally planned.

Steve said that many thanks go to those people in the BOR that actually realized that this ruling didn't make much sense and to those of you who voiced your opinion, helping the small but significant (to all of GA) group of seaplane pilots who would have been affected by the original ruling.

For Idaho
Students
Grades 9-12
Ages 14-18

Aviation Career Exploration

ACADEMY

June 23-26, 2008

AGE
Aviation Career
Exploration

Applications available online
after Jan. 15, 2008 at:
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Report all suspicious activity to the
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Seaplane Flying in North Idaho

By: **Mike Kincaid, Owner, Mountain Lakes Seaplanes**

An ancient joke among pilots often goes like this: an old codger asks a newcomer to the world of aviation, "How do you end up with a million dollars in the airplane business?" Before the rookie answers, the high-timer blurts out with a laugh: "Start with two million dollars."

In today's market, a good, well-used 1946 Piper J3 Cub (my choice for a seaplane trainer) goes for about twenty times what it sold for new 60 years ago. However, the investment for my seaplane business wasn't anywhere near two million, so I guess it's safe to say

Spokane International Airport is close; and with 55 lakes in our "backyard," this little spot in the Bitterroot Mountains is ideal for Mountain Lakes Seaplanes. North Idaho is a lot like Alaska—clear rivers, deep lakes full of fish (Lake Pend Oreille is 1150 feet deep) and



Mike with one of his students, "AC" Blackwood, Air Force KC-135 pilot.



19 year old Katie Hamilton hard at work over Lake Coeur d'Alene.

that I won't become a millionaire. It's good that I make a fortune as a writer (okay, I do have retirement benefits from my career in Alaska) and that I enjoy sharing the wonderful world of seaplane flying, as the profits don't exactly flow like the Salmon River rapids in this business.

After 25 years of flying small planes in the Alaskan bush and operating a seaplane instruction company in Fairbanks during the 1980's, North Idaho's Hayden Lake seemed the perfect place to launch a business. Nearby Coeur d'Alene is a big tourist draw;

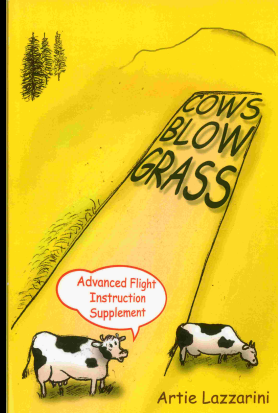
house perched on rocks overlooking the north end of Lake Pend Oreille, even welcome us to their ramp with cookies and lemonade.

Now in our fourth season, my wife Jill and I keep busy during the summer months with the flow of seaplane pilots. It's out to the lake early in

rugged mountains—but without the bugs and long winters. Plus, the locals seem receptive to a little yellow airplane splashing down on waters shared by boats, fishermen, and those crazy jet skis. Airplane enthusiasts Ted and Mary Herlihy, with a

the morning for flying and ground training, which often lasts until the late-setting sun signals the end of daylight flying. In the winter, my mechanics and I pour over 'Ol Yeller—the name tagged on our vintage Cub—to see if another summer of banging on the waves has caused any excessive stress on the antique airplane. Students often taxi into docks and a moose attacked a wing with his antlers one fall, but damage is usually cosmetic. However, an extra hard landing by a student on a checkride this year (no, he didn't pass) required

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Cows Blow Grass
Fiction Laced Instruction
by Artie Lazzarini

Online at Xlibris.com
Or call Art
208-788-9284
art.lazzarini@gmail.com



Dr. Bird

Continued from page 3

facilities, including his respirators. This produced a major increase in survivability. These air evacuation missions were no longer performed with just a traveling bed, but now patients could actually be stabilized in flight much like in an emergency room. Dr. Bird subsequently converted a PBY Catalina into a four-engine air evacuation transport, which became the matrix for future military transports used for air evacuation. "I flew this airplane around the world for over 25 years for both military and civil research and teaching of air evacuation procedures," said Dr. Bird.

The 1960's were the decade of his most important advances in medicine. His first wife, Mary, was diagnosed with pulmonary emphysema. Her major breathing problems served as his main inspiration for the conception and development of advanced pressure breathing devices. Today, for example, his respirators and novel concepts for Intrapulmonary Percussive Ventilation (IPV®) have reduced deaths among severely burned patients with chemical inhalation injuries from some 60% down to 10-15%. This technology improved the quality of life of thousands of patients with advanced heart and lung disease.

In 1969, based on a prototype secondary outflow valve that he and Bill Lear designed to balance the cabin pressure in a Learjet, he designed and built a miniaturized outflow valve that became the heart of the BABYbird®. This technology proved perfect for the delicate lungs of low-birth-weight babies. The respirator he developed reduced the mortality rate of babies with respiratory distress syndrome from 70% to 10%. Dr. Bird is often referred to as "Papa Bird" relating to his major pioneering within the respiratory care industry. He has saved millions of lives by inventing the first mass-produced worldwide respirator in history.

In 1995, Dr. Bird was inducted into the National Inventor Hall of Fame for his Fluidic Control Devices and the Neonatal Respirator/ Ventilator. His National Inventors Hall of Fame Profile states in assessing the impact of his invention that "It (the Bird) was the first highly reliable, low-cost, mass-produced medical respirator in the world..."

Today Dr. Bird and his wife, Dr. Pamela Bird, live on their Sandpoint ranch on the shores of Lake Pend Oreille in north Idaho. Cherished members of the Sandpoint community, the Birds dedicate their time and home to education, stressing the importance of aviation, innovation and creativity. In July of 2007, they opened the doors of the nation's first aero-medical museum, their donation to humanity. As stated on their website, www.birdaviationmuseum.com, "The Bird Aviation Museum and Invention Center strives to educate visitors about the historic contributions of aviators and innovators who have helped create modern technology, and celebrate these individuals who have forever changed the way we live. It only takes one person to change the world."

Located on their property, the museum not only contains exhibits of Dr. Bird's inventions but also an impeccable collection of 21 aircraft, three helicopters and vintage automobiles. The museum also hosts original prototypes and memorabilia from inventors who have changed the world such as Ted Hoff, inventor of the microprocessor, Patsy Sherman, inventor of Scotchgard®, Jim Ferguson, inventor of Liquid Crystal Display (LCD) and Dr. Robert Rimes, inventor of sonar. "Our intention is to educate this generation, as well as future generations," says Pam. "Children are taught about Einstein and Edison; however, most are clueless of who our modern day inventors are who have changed the world." Her sentiments are



Dr. Forrest M Bird, and his wife, Dr. Pamela Bird

echoed by her husband, "Our future is held in the hands of our children, in getting them to think and invent they too will change the world."

The museum, a center of community activity, is available for public and private events, school groups and classes. Schools and home-schooling groups are encouraged to take field trips to the museum. Not only does the museum house exhibits of aircraft, automobiles and inventions but also includes displays from three local companies. "This is Sandpoint; this is our town. We want to honor them (the entrepreneurs)," Dr. Bird concludes.

Strong in their belief that to be a neighbor, you have to be a neighbor, they host an annual neighborhood picnic with rides and games for the kids and plenty of hot dogs and hamburgers.

However, under all this lies Dr. Bird's passion for aviation. He is still just a "flyboy." A member of the Flying Physicians and the Quiet Birdmen, Dr. Bird still maintains many of his aircraft, while remaining current and proficient in **all** of his aircraft and helicopters. He can often be seen taking them for a turn around the pattern, giving Biennial Flight Reviews or flying Search and Rescue.

Dr. Forrest M. Bird: physician, inventor, and aviator...a vivid hue in our aviation tapestry.



Aeronautics Division Airport Manager to Retire May 30th

By: Frank Lester, Safety/Education Coordinator

After 30 years with the Idaho Transportation Department (ITD), including 14 with the Division of Aeronautics, Mark Young, the Division's Airport Manager, has decided to turn in his key to the Executive Washroom and head off to his favorite fishin' hole.

Mark began his career at ITD in the Port of Entry as an inspector, eventually moving to manager. In 1994, he transitioned to Aeronautics where he has managed the 30 state airports. Along with his two Utility Craftsmen, Todd Glass and Mike Pryor, he's been responsible for upgrading many of these airports with sprinkler systems, wells and restrooms. Most recently, he oversaw the completion of the new shop at Cavanaugh Bay. He also

manages five seasonal caretakers at Johnson Creek, Cavanaugh Bay, Smiley Creek and Garden Valley airports.

Projects he sees on the horizon include replacement of the Johnson Creek Bridge, construction of public showers at Garden Valley, and showers and living quarters at Cavanaugh Bay.

Among his many duties are three programs that deserve special attention: The Airport Courtesy Car Program; the Adopt-an-Airport program; and the Idaho Airstrip Network. Mark is responsible for the maintenance, upkeep and eventual replacement of 20 courtesy cars at 14 locations. Many visitors have benefited from this unique program, which returns more than

\$6,000 annually to the Division.

It would be next to impossible for Mark and his crew to maintain every airport to their expected standards without the many volunteer organizations that assist by adopting one of the airports. At 14 airports under the Adopt-an-Airport program, volunteers give of their time and resources and many weekends to mow and irrigate runways, clean and paint structures, repair airport fences and paint markers.

Through the Idaho Airstrip Network, state and federal agencies and non-profit organizations have joined forces with the goal of protecting Idaho's network of backcountry airstrips. Mark hopes the Division and the participating members will continue to work together through implementation of the action plan. In his own words, Mark said, "It is very gratifying to see these diverse organizations come together and work toward a common goal."

As I was leaving his office, Mark offered these thoughts, "I have enjoyed the many people I have had the opportunity to work with; great co-workers and the public. This is indeed the most gratifying job I have ever held."

Division Administrator, JV DeThomas put it this way, "We're sad to see Mark leave; he's been invaluable to aviation in Idaho. We've tried everything to make him change his mind but to no avail. We now have some very large shoes to fill. We wish him the best in his retirement and hope to keep close with him in the future."

The Division is searching for Mark's replacement. The position is posted on the state's human resources website.



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SAVE THE DATE: Thunder Over Nampa Airshow June 14-15, 2008

IDAHO METH PROJECT

Over the past decade, the City of Nampa and the Nampa Municipal Airport have organized the Thunder Over Nampa Airshow in an effort to create a family-friendly event that provides an opportunity to highlight the City of Nampa as a great place to live, work and visit. This year, the Thunder Over Nampa Airshow is pleased to partner with the Idaho Meth Project. All revenues from the Airshow will support the Idaho Meth Project, a statewide prevention and public awareness campaign designed to reduce the prevalence of first-time methamphetamine use in our state and throughout the Treasure Valley. Meth

is the #1 drug problem in Idaho – and the Thunder Over Nampa Airshow serves as an opportunity to raise the level of community awareness about this drug scourge. The Idaho Meth Project is a 501(c)(3) non-profit organization, donations to which are tax deductible.

If you are interested in becoming a sponsor for the Thunder Over Nampa Airshow, please contact Megan Ronk, Executive Director of the Idaho Meth Project, at (888) 331-2060 (toll free) or mronk@idahomethproject.org. Sponsorship packages include Flight



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- **Date:** Saturday, June 14, 2008 and Sunday, June 15, 2008 – **Father's Day Weekend!**
- **Time:** Gates open from 10 a.m. to 4 p.m. both days; Flying begins at 1 p.m.
- **Location:** Nampa Airport
- **Cost:** Recommended donation of \$4 per person – all proceeds benefit the Idaho Meth Project

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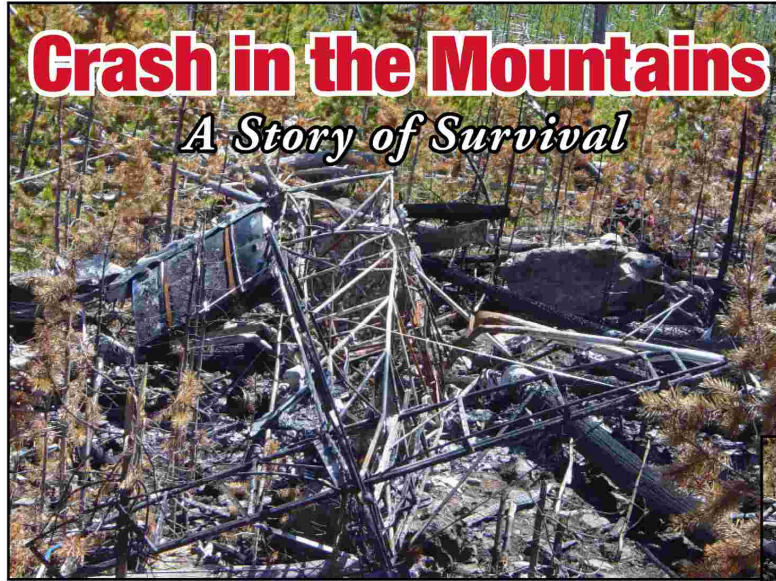
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Sandpoint Community Hall, 7:00 PM

Lewiston - Thurs., Apr. 17
Waypoint Restaurant, Airport Terminal, 8:00 PM



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Seaplane

Continued from page 10

removing all of the costly fabric for an inspection and repair of the airframe. After thousands of dollars and many long days in the shop, 'Ol Yeller will have a shiny new coat and will be ready to take on another season of water flying.

Most of our customers at Mountain Lakes Seaplanes already have pilot licenses and want to add an FAA-required single-engine sea rating to their certificate. Others need a flight review and others just want to see what water flying is all about. A rating generally takes about six hours of flight time and a couple of hours of in the classroom—in our case, the “classroom” is lawn chairs grouped on a sandy beach at Hayden Lake. No fancy PowerPoint presentations here; but at the edge of the “classroom,” the floatplane bobs in the clear water, in full view of the

surrounding mountains, making a perfect backdrop for groundwork.

Students vary from Jackson, a fourteen-year old aspiring professional pilot from Denver, who has flown with me for the past three years, to World War II veterans. With a goal of becoming either an airline or military pilot, Jackson is too young to qualify for a private pilot's license, but displays flying skills beyond those of many rated pilots. Being a Denver Broncos fan, Jackson was thrilled on our first flight together when we touched down on Lake Coeur d' Alene



Beached at Sandpoint

in front of John Elway's summer house. The Super Bowl quarterback waved to the young pilot, making his intro flight in a seaplane even more special. The next summer, we were flying low over the deep waters of Lake Pend Oreille

See Seaplane
Continued on page 18

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“Under the Orange Windsock”



Seaplane

Continued from page 17

when a Navy submarine popped up to the surface.

Hank, an eighty-two year old pilot from Seattle, spent years flying in Canada before a career with United Airlines as a captain in the big iron. He always wanted to fly seaplanes and his loving wife made that possible with a gift for a seaplane rating last summer. With Hank skillfully dancing the controls in the front seat—instructing from the backseat was as much a learning experience for me as it was for him. The Captain and I did splash and go's and step taxiing on mountain lakes, then took a break by pulling 'Ol Yeller onto the sand in front of the Beach House Restaurant in Sandpoint for lunch. After a great day of flying, Hank made the only boo boo of the day by cutting the power just a tad bit early when approaching the base at Hayden Lake. But, maybe the highly-



'Ol Yeller on Pend Orielle Bay

experienced airplane pilot's scan noticed something I hadn't. Appearing from nowhere, two very friendly young ladies in itty-bitsy bikinis waded out and pulled us to shore. Hank looked back at me and smiled.

In addition to pilots from around the U.S., we've had guests from Australia, Canada, England, Israel, Ireland, and Switzerland—thanks to the World Wide Web and word-of-mouth. Although seaplane rental rates reflect the extreme liability insurance costs, high maintenance expenses, and ever-increasing gas prices, it is still much cheaper to fly in our country than overseas.

James McManus,
Executive Director
of the Seaplane
Pilots Association,

estimates there are 35 thousand rated seaplane pilots and 15 thousand seaplanes in the United States. Many pilots who earn the seaplane rating don't necessarily plan on flying seaplanes on a regular basis, but take the training for fun or as an enjoyable way to get their FAA-required biennial flight review. However, some pilots start out that way and then end up asking me to find them a seaplane to buy.

There are days when I feel I shouldn't be paid for all the fun my student and I are having exploring the beauty of this part of the country. Then there are the days where I'm ready to pull out a hammock on the beach and retire again—like when I spend ten hours working at the lake on a cold spring day for two hours of billable time; or when my patience wanes after repeatedly helping a twenty-thousand hour plus airline pilot find the rudder pedals (note: although highly skilled aviators, the skills required in flying small planes are much different than in airliners); or especially when I'm sure the guy up front has been hired to kill me.

See Seaplane

Continued on page 20



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Calendar of Events

APRIL

- 12 **Thomas Creek (2U8) Work Party**, IAA, Jerry Terlisner, 208-859-7959
- 18-19 **Flight Instructor Refresher Clinic (FIRC)**, Hampton Inn & Suites, Nampa, www.itd.idaho.gov/aero, Division of Aeronautics, 208-334-8775 or tammy.schoen@itd.idaho.gov
- 23-27 **Spring Canyonlands Safari**, McCall Mountain/Canyon Flying Seminars, www.mountaincanyonflying.com, Lori MacNichol, 208-634-1344
- 28 **Top 5 Mistakes Pilots Make**, AOPA Air Safety Foundation's Safety Seminar, Doubletree Hotel Riverside, 2900 Chinden Blvd, Boise, 7-9 pm

MAY

- 14 **Aero Advisory Board Meeting**, Idaho Falls, Aeronautics, 208-334-8775
- 16 **Flying the Idaho Backcountry** — You found it ... Now what! Mountain Flying Seminar, Sandpoint Airport FBO hangar, Chris Popov, cpopov@pacbell.net, 208-264-8001

JUNE

- 5-7 **Challis River of No Return Mountain Flying Clinic**, Challis, www.middleforkair.com, Pete Nelson, Middle Fork Aviation, 208-879-5728
- 7 **Pine (1U9) Work Party**, IAA, Jerry Terlisner, 208-859-7959
- 11-14 **Workin' Man's Basic Course**, McCall Mountain/Canyon Flying Seminars, www.mountaincanyonflying.com, Lori MacNichol, 208-634-1344
- 14 **FREE Airshow-Legacy Flight Museum**, Rexburg, www.legacyflightmuseum.com, 435 Kelly Johnson Way, Rexburg, Jaclyn, 208-351-0044
- 14-15 **IAA Picnic**, Garden Valley Airport, 50 aircraft, Jerry Terlisner, 859-7959
- 14-15 **Magic Valley Flyers**, Smiley Creek Airport, 60-80 aircraft
- 14-15 **Thunder Over Nampa Airshow** benefiting the Idaho Meth Project, Nampa Airport, www.flynampa.us, Colleen Hartnett, 208-468-5823 ext. 5820

Idaho Division of Aeronautics 2008 Flight Instructor Refresher Clinics

Nampa - April 18-19
Idaho Falls - October (dates TBD)

JUNE (Continued)

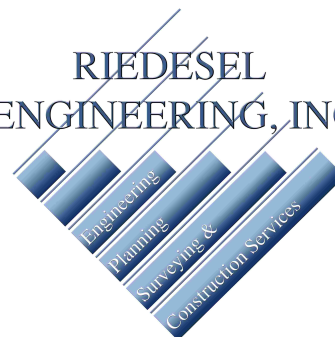
- 15 **IAA Garden Valley Fly-In Breakfast**, Serving from 7-10 am, Jerry Terlisner, 859-7959
- 16-20 **Advanced Course**, Sulphur Creek, McCall Mountain/Canyon Flying Seminars, www.mountaincanyonflying.com, Lori MacNichol, 208-634-1344
- 20-22 **Super Cub Group Fly-In**, Johnson Creek Airport, 80 Aircraft Eric Taliaferro, 580-618-2020
- 21 **50th Anniversary-Homedale Airport**, John McBean, 208-337-5111, www.kitfoxaircraft.com
- 21 **IAA Graham Work Party**, Jerry Terlisner, 859-7959
- 23-26 **ACE Academy**, Boise, Division of Aeronautics, 208-334-8775 or tammy.schoen@itd.idaho.gov
- 24-27 **Basic Course**, McCall Mountain/Canyon Flying Seminars, www.mountaincanyonflying.com, Lori MacNichol, 208-634-1344
- 28 **IAA Big Creek (U60) Work Party**, Jerry Terlisner, 859-7959
- 27-29 **Backcountry Pilots Fly-In**, Johnson Creek Airport, 25-30 aircraft, Marty Finco, 331-0423
- 27-29 **Cessna 180/185 Club Fly-In**, Garden Valley Airport, 50 aircraft, Jim Davies, 462-5204

JULY

- 10-13 **QB's Fly-In**, Johnson Creek Airport, Tex Luedtke, 831-722-8566, TexMarianL@aol.com
- 11-13 **Wilderness Within Reach**, Sulphur Creek, Joe Corlett, 208-890-1819
- 26 **Twin Falls Air Affair**, Blue Angels will perform, bcarberry@tfd.org, 208-733-5215

Email your event information to
tammy.schoen@itd.idaho.gov for inclusion in
the **Rudder Flutter** and the Aeronautics website.

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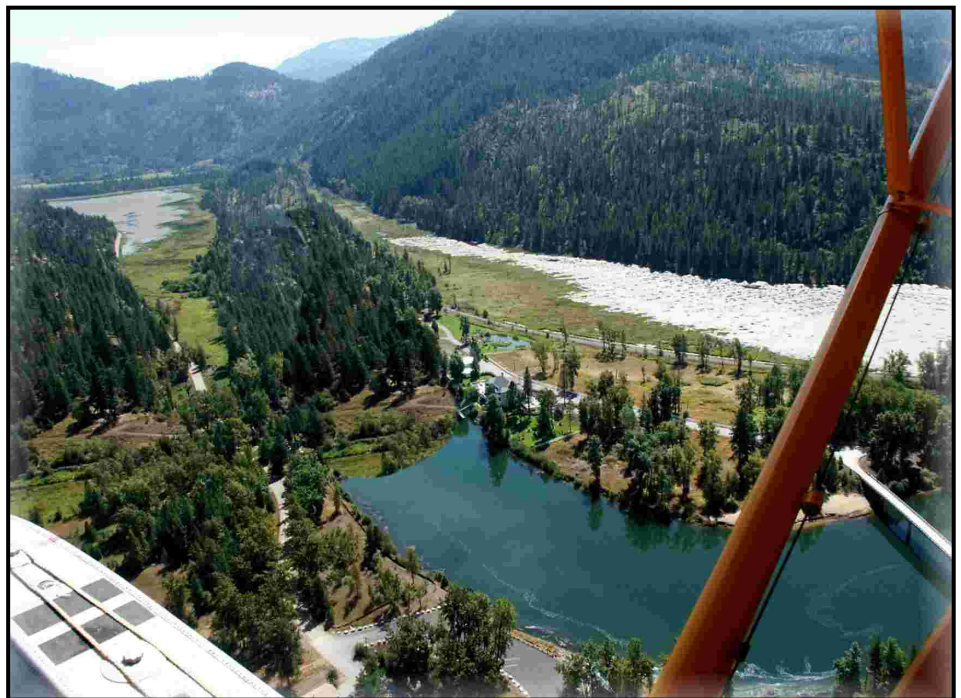
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Seaplane

Continued from page 18

What keeps me instructing in the little seaplane are the comments, the emails and the letters from pilots thanking me for the “time of their life” or the corporate jet pilot who told me he didn’t realize flying could be so much fun. Plus, it’s the support of friends who are always there to help when something breaks or to provide a spot to beach or to offer a cool drink on a hot day. So, I guess I’ll be back on the lake next summer, with a newly-recovered J3, looking forward to more adventure with new faces.

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Setting up to land on the Coeur d’Alene River by the Chain Lakes

